

# Carson Area Metropolitan Planning Organization



**Fiscal Years 2025 / 2026: July 1, 2024 – June 30, 2026**

## **UNIFIED PLANNING WORK PROGRAM**

**Approved: April 10, 2024**

Contact Information:

Carson Area Metropolitan Planning Organization

3505 Butti Way

Carson City, NV 89701

Office: (775) 887-

2355

Email: [Comments@CarsonAreaMPO.com](mailto:Comments@CarsonAreaMPO.com)

[CarsonAreaMPO.com](http://CarsonAreaMPO.com)

*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation and member agencies, including Carson City, Douglas County, and Lyon County. The views and opinions of the Carson Area Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation. Carson Area Metropolitan*

*Planning Organization fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Carson Area MPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats. For more information please contact the Carson Area MPO at (775) 887-2355 or*

*[Comments@CarsonAreaMPO.com](mailto:Comments@CarsonAreaMPO.com).*

This page was intentionally left blank for two-sided printing.

**Carson Area Metropolitan Planning Organization  
 FY 2025 and FY 2026 CAMPO Unified Planning Work Program  
 Table of Contents**

**1.0 INTRODUCTION ..... 4**

    1.1 Organization Overview ..... 5

    1.2 CAMPO Policy Board and Staff ..... 6

    1.3 Responsibilities and Priorities ..... 6

    1.4 Organizational Procedures and Documents ..... 7

    1.5 Public Involvement ..... 7

**2.0 SUMMARY OF FY 2021 & FY 2022 ACCOMPLISHMENTS AND WORK EFFORTS ..... 9**

**3.0 FEDERAL TRANSPORTATION LEGISLATION/ PLANNING EMPHASIS AREAS/ PLANNING FACTORS ..... 11**

    3.1 Federal Planning Emphasis Areas ..... 11

    3.2 Federal Planning Factors ..... 13

    3.3 Overview of FY 2023 and FY 2024 Work Efforts ..... 15

**4.0 FY 2023 & FY 2024 UNIFIED PLANNING WORK PROGRAM ..... 16**

    WORK ELEMENT 1.0 – MPO Administration ..... 17

    WORK ELEMENT 2.0 – Regional Transportation Planning ..... 23

    WORK ELEMENT 3.0 – Outreach, Engagement and Representation ..... 25

    WORK ELEMENT 4.0 – Multimodal Planning ..... 29

    WORK ELEMENT 5.0 – Transportation Performance and Asset Management ..... 35

    WORK ELEMENT 6.0 – Complete Streets\_CS ..... 42

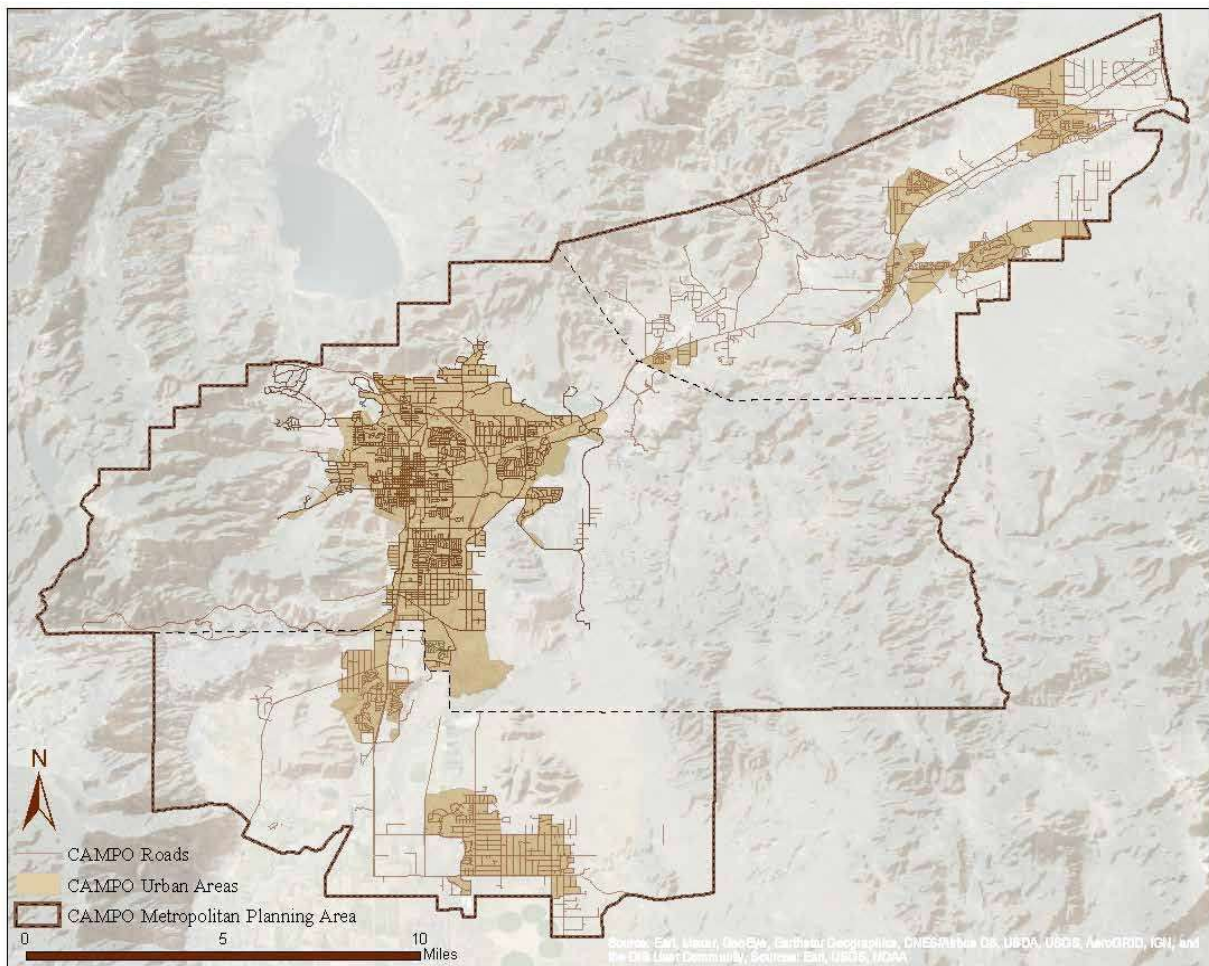
**5.0 FY 2023 & FY 2024 UPWP BUDGET & COMBINED SCHEDULE MILESTONES ..... 45**

This page was intentionally left blank for two-sided printing.

## 1.0 Introduction

The Unified Planning Work Program (UPWP) defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2025/2026 covering the period of July 1, 2024 through June 30, 2026 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in the Code of Federal Regulations (CFR) 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

**Figure 1.1 CAMPO Metropolitan Planning Area**



## **1.1 Organization Overview**

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or more, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This is a five-year transportation bill which continues core provisions in the two previous transportation bills (the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

### **What is the Carson Area Metropolitan Planning Organization?**

In 2002, the US Census Bureau announced the release of the Carson City Urbanized Area geography (according to the 2000 Census), with a population that had surpassed the threshold of 50,000. The urbanized area consists of Carson City, as well as the adjacent, relatively densely inhabited portions of Douglas and Lyon Counties. As a result of surpassing the population criteria of 50,000, the area was required to form a Metropolitan Planning Organization for its transportation planning and programming activities. The Nevada Governor, in accordance with Federal regulations, designated the Carson Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Nevada. In 2012, the Census Bureau updated the urbanized area boundaries based on data collected during the 2010 Census, though changes were minor.

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1.1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. There are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

Carson City Public Works staff serves as support staff to CAMPO. There are seven staff members that carry out the daily operations and they include the Transportation Manager, Senior Transportation Planner, Transportation/Traffic Engineer, Transit Coordinator, two (2) Transportation Planner/Analysts, and a Grant Analyst. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

Carson City operates a transit system within the CAMPO planning area. Additionally, through an agreement with RTC Washoe, Carson City provides partial funding for an intercity transportation service based in Reno that operates within the CAMPO planning area. The representation on the MPO Policy Board from Carson City also represents the interests of the transit system.

## 1.2 CAMPO Policy Board and Staff

CAMPO's Policy Board is comprised of seven (7) members including the five (5) members of the Regional Transportation Commission of Carson City as appointed by the Carson City Board of Supervisors, one representative from Douglas County appointed by the Douglas County Board of Commissioners, and one representative from Lyon County appointed by the Lyon County Board of Commissioners. A representative from the Nevada Department of Transportation also serves as ex-officio, non-voting member.

**Table 1.1 CAMPO Policy Board**

Member	Governmental Body Represented
Ms. Lori Bagwell, Chairperson	Carson City
Mr. Gregory Novak, Vice Chairperson	Carson City
Mr. Wes Henderson	Lyon County
Ms. Lucia Maloney	Carson City
Mr. Jon Erb	Douglas County
Ms. Lisa Schuette	Carson City
Mr. Robert (Jim) Dodson	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*\*Non-Voting ex-officio member*

Additionally, CAMPO staff works closely with the CAMPO Policy Board for the development of the UPWP and to carry out related activities. All activities identified in the UPWP are undertaken by staff with periodic updates to the CAMPO Policy Board.

**Table 1.2 CAMPO Support Staff**

Staff Member	Title
Mr. Christopher Martinovich, PE	Transportation Manager
Ms. Kelly Norman, AICP	Senior Transportation Planner
Mr. Casey Sylvester, PE	Transportation/Traffic Engineer
Ms. Rebecca Bustos	Grant Analyst
Mr. Scott Bohemier	Transportation Planner/Analyst
Mr. Jared Cragun	Transportation Planner/ Analyst
Mr. Dan Kelsey	Transit Coordinator

## 1.3 Responsibilities and Priorities

The primary responsibility of CAMPO is the continued, cooperative, and comprehensive planning process; to provide for consideration and implementation of projects, strategies, and services that address the following factors:

- Increase the safety of the transportation system for motorized and non-motorized users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a transportation system that supports economic vitality
- Provide an integrated transportation system

## 1.4 Organizational Procedures and Documents

The following list of documents includes organizational policies and procedures, programming documents, transportation planning studies, and other required documents, which are available on CAMPO's website: [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com).

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2023-2026 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Fare & Service Change Policy
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2023-2025 Goal
- CAMPO Complete Streets Performance Monitoring Program
- CAMPO Travel Demand Model Validation Report 2015, 2020, 2024
- CAMPO Bicycle Friendly Community Report Card 2014, 2018, 2022
- CAMPO 2050 Regional Transportation Plan, Amendments, and updates
- CAMPO Local Road Safety Plan
- Carson Area Transportation System Management Plan
- Annual Transportation Network Monitoring Reports
- Annual Obligation Reports
- Carson City's 2020 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- Notice of Protection Under Title VI

## 1.5 Public Involvement

CAMPO is committed to promoting meaningful community engagement in the regional transportation planning process. Robust public and stakeholder involvement from planning through implementation will result in investments that meet the needs of the traveling public. CAMPO's Public Participation Plan (PPP) identifies the goals, strategies, and tools to be used to encourage participation.

CAMPO is seeking opportunities to increase meaningful public participation in the transportation planning process. The USDOT defines meaningful public outreach as a process that proactively seeks full representation from the community, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible. This includes outreach that begins early in the planning process and continues through design and construction, providing opportunities for input that will shape project outcomes, and tailoring outreach methods to the unique needs of each undertaking.

Robust community engagement results in transportation plans and strategies that address the concerns of area residents and businesses and facilitates successful project implementation. The outreach process places a priority on innovative approaches, outreach to underserved communities, and strengthening partnerships with other regional agencies. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's *Public Participation Plan (PPP)* available on the [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com) website.



The CAMPO region is also home to the Washoe Tribe of Nevada and California. CAMPO staff conducts government-to-government communication with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process.

CAMPO's outreach goals seek to provide opportunities for meaningful community and stakeholder engagement throughout the transportation planning process. This means providing opportunities for the community to shape the vision and priorities of both regional plans and corridor-based improvements. The agency's outreach goals are summarized in the following graphic:

- 
- 1 Increase public engagement throughout the transportation planning and project development process
  - 2 Consider the concerns and priorities of residents in the selection of transportation investments
  - 3 Implement an equitable and inclusive engagement process that bridges language, cultural, and economic differences
  - 4 Strengthen community partnerships throughout the region
  - 5 Provide reasonable accommodation and access to people with disabilities, so that all residents can easily participate in the regional planning process

## 2.0 Summary of FY 2023 & FY 2024 Accomplishments and Work Efforts

CAMPO developed a two-year UPWP for the first time for Fiscal Year\* FY 2017 and FY 2018 and has continued to update in partnership with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT). A two-year UPWP, updated annually, allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with the NDOT annually.

The following are the primary accomplishments and activities that were undertaken during FY 2023 and FY 2024:

- *Disadvantaged Business Enterprise (DBE) Program and 3-year Goal Update* – The CAMPO DBE program was revised to meet current FTA regulations and the 2023-2025 3-year DBE goal was established and approved in September 2022.
- *2023-2026 Transit Asset Management Plan* was updated to monitor and manage public transportation assets in the delivery of service to improve safety and increase reliability and performance and establish performance measures as regulated in 49 CFR 625 and was approved in October 2022.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO adopted the FFY 2023-2026 TIP February 8, 2023. Regular maintenance of the document is required through formal and administrative amendments.
- *2024-2028 Pavement Management Plan*, approved May 2023, supports ongoing planning and programming activities related to roadway infrastructure in Carson City.
- *CAMPO's Public Participation Plan (PPP)* review and update was completed July 2023.
- *Carson Area Transportation System Management Plan* – Staff worked with Kimley Horn to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems in the rural Northern Nevada region including those agencies within the CAMPO planning area. This study began in the Fall of 2020 and was completed August 2023.
- *2022 & 2023 Annual Network Monitoring Reports* – Staff collects data, analyzes, and produces an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area. CAMPO presents the Annual Network Monitoring Reports in October.
- *CAMPO Local Road Safety Plan (LRSP)* supports the identification, analysis, and prioritization of safety improvements on Carson City's local and rural roads in partnership with NDOT. CAMPO's LRSP was completed in April 2024.
- *Public Transportation Agency Safety Plan (PTASP)* – Staff updates the PTASP annually in December for safety performance measures as required by 49 CFR 673.

\*Fiscal Year (FY) refers to a one-year period from July 1 to June 30. Federal Fiscal Year (FFY) refers to the federal government's fiscal year from October 1 to September 30.

- *2023-2025 Title VI Program for Jump Around Carson (JAC)* – Staff prepared an update to the Title VI program to ensure CAMPO’s programs, policies, and activities continue to comply with (U.S. DOT) Title VI regulations, affirming that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- *Ongoing MPO Activities* – These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.
- *Collection, analysis, and reporting of Bicycle and Pedestrian Monitoring Data* – CAMPO continued collection of bicycle and pedestrian monitoring data, used to evaluate, and monitor the performance of Complete Streets measures, such as usage of CAMPO’s bicycle and pedestrian network.
- *CAMPO/ Douglas County Travel Demand Model Update* – Using a consultant, update travel demand model and associated forecasting software and tools as necessary, which may include updated demographics data (i.e., 2020 Census), and/or acquisition/incorporation of passively-derived Origin-Destination data.
- *CAMPO US 50 East Carson Complete Streets Corridor Study\_CS* – Using a consultant, The US50 East Carson Complete Streets Study (Study) will identify, evaluate, and recommend potential safety and multimodal (vehicular, transit, pedestrian, and bicycle) transportation improvements along US Highway 50 in east Carson City between Interstate 580 and Highlands Drive, to improve safety for all users of the corridor. The results of this Study will be used to identify and inform the design and construction of future corridor projects.

### **3.0 Federal Transportation Legislation/ Planning Emphasis Areas/ Planning Factors**

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by preceding legislation (including the FAST Act and MAP-21) by introducing new policies and programs that address new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching, and deploying new technologies, connecting housing and transportation, and improving safety for all users.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area. CAMPO has incorporated IIJA-related elements into the UPWP including an IIJA Implementation Program to proactively address rulemakings and guidance from the enactment of the IIJA.

In January 2023, the FHWA, and later approved by the FTA, issued a memorandum waiving the non-Federal match requirement for Metropolitan Planning (PL), and Metropolitan Planning Program (MPP) funds that support complete streets planning activities. For CAMPO, this waiver will apply to activities related to complete street policies and prioritization methods, and well as to plans and projects that integrate multi-modal transportation elements. Tasks that meet the requirements of this waiver have been noted in the UPWP work elements.

The IIJA requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]
- In April 2023, FHWA released a memorandum providing program guidance to clarify eligibility requirements for the use of SPR and PL funds on Complete Streets activities under the IIJA. Found here: [Increasing Safe and Accessible Transportation Options Implementation Guidance](#)
- More information can be found here: [Bipartisan Infrastructure Law - Metropolitan Planning Program \(MPP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

### **3.1 Federal Planning Emphasis Areas**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly develop Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in the preparation of work plans. The PEAs address a

mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the IJIA includes housing factors for consideration in the transportation planning process. This section below introduces updated PEAs and discusses how they are addressed across work elements in the UPWP.

In 2014, the three planning emphasis areas included: MAP-21/ FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These planning emphasis areas encouraged MPOs to approach transportation planning through Performance Based Planning and Programming, assured a regional approach to MPO coordination, and encouraged MPOs to document transportation connectivity gaps to essential services including housing, employment, health care, schools/education, and recreation. Since 2021, eight planning emphasis areas are required for consideration in MPO planning activities.

*Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future-* FHWA and FTA work with the State Department of Transportation (State DOT) and MPOs to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030 and net-zero emissions by 2050, and increase resilience to extreme weather events and other natural disasters, and plan for sustainable infrastructure systems, adaptable to impacts of climate change.

*Equity and Justice<sup>40</sup> in Transportation Planning-* FHWA and FTA work with State DOT and MPOs to encourage the uses of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provide a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

*Complete Streets-* FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network,

including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. To be considered complete, these arterial roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

*Public Involvement-* FHWA Division and FTA regional offices should encourage MPOs and State DOTs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

*Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination-* FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from the DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The DOD's facilities include military bases, ports, and depots, considered essential to national security.

*Federal Land Management Agency (FLMA) Coordination-* FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

*Planning and Environment Linkages (PEL)-* PELs consider environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.

*Data in Transportation Planning-* To encourage data sharing principles and data management to be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

### **3.2 Federal Planning Factors**

This UPWP includes data collection and analytical activities that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes activities to continue the evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors (Table 3.1) that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IJA includes housing in the fifth planning factor. The factors listed in Table 3.1 shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)). Table 3.1 outlines FY 2025 & FY 2026 two-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and IJA Planning Consideration, as updated with the Infrastructure Investment and Jobs Act of 2021.

**Table 3.1 FY 2025 & FY 2026 Two-Year UPWP Work Elements and Federal Planning  
Emphasis Areas (PEAs)/Planning Considerations**

	<i>Work Elements</i>					
	1	2	3	4	5	6
Infrastructure Investment and Jobs Act (IIJA) Implementation Program	X	X	X	X	X	X
<b>PEA's</b>						
Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future		X	X	X	X	X
Equity and Justice in Transportation Planning	X		X	X		X
Complete Streets			X	X	X	X
Public Involvement	X	X	X		X	X
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination				X		
Federal Land Management Agency (FLMA) Coordination	X	X	X			
Planning and Environment Linkages (PEL)					X	X
Data in Transportation Planning		X	X	X	X	X
<b>Federal Planning Factors</b>						
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		X	X	X	X	X
Increase the safety of the transportation system for motorized and non- motorized users			X	X	X	X
Increase the security of the transportation system for motorized and non- motorized users			X	X	X	X
Increase accessibility and mobility of people and freight		X	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	X	X	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X	X
Promote efficient system management and operation	X	X	X	X	X	X
Emphasize the preservation of the existing transportation system			X	X	X	X
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X	X	X	X
<i>Enhance travel and tourism</i>		X	X		X	X

### 3.3 Overview of FY 2025 and FY 2026 Work Efforts

CAMPO is continuing to implement its UPWP in a two-year cycle to allow for flexibility in programming and planning of projects. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with NDOT annually. The following are the primary activities to be undertaken during FY 2025 and FY 2026:

- Staff will be implementing recommendations from the Local Road Safety Plan to continue to promote transportation safety. This includes the development of a dashboard for fatal and serious injury crash reporting.
- Staff will collect data, perform analyses, and produce an annual Network Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- The ADA barriers inventory will be expanded incrementally in the future.
- Roadways within the Carson City and Douglas County portions of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for CAMPO, consistent with best industry practices, to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- CAMPO will continue to develop and support Transportation Performance Measure Targets including new targets like the Greenhouse Gas Emission Target.
- Resiliency will be incorporated into CAMPO's Asset Management, Multi-modal Planning, ITS, the Carson Area Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to prepare for and recover quickly from unexpected interruptions, hazards, or emergencies.
- Staff will administer a survey of transit riders who ride the Jump Around Carson (JAC transit system) to identify needs and opportunities to improve regional transit planning and operations. This effort will also be supported through a refresh of the Coordinated Human Services Plan.
- The Complete Streets Policy will be enhanced and updated to begin to include design examples and Complete Street implementation guidance.
- CAMPO will continue working on the CAMPO US 50 East Carson Complete Streets Corridor Study\_CS to be completed in March 2025.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- CAMPO is planning a 2050 RTP Amendment to update relevant changes.
- Update CAMPO bicycle route map including an evaluation of bicycle stress, or how stressful the ride is to the bicyclist.
- CAMPO will adopt a new FFY 2025-2028 TIP



#### 4.0 FY 2025 & FY 2026 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the six work elements and the total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2025 & FY 2026 two-year UPWP, including activities, milestones, estimated completion dates, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

**Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year**

<b>Work Element</b>	<b>Description</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>Total Budgeted Amount</b>
1.0	MPO Administration	\$104,978	\$107,665	<b>\$212,643</b>
2.0	Regional Transportation Planning	\$20,030	\$101,475	<b>\$121,505</b>
3.0	Outreach, Engagement & Representation	\$56,064	\$65,888	<b>\$121,952</b>
4.0	Multimodal Planning	\$104,848	\$97,113	<b>\$201,961</b>
5.0	Transportation Performance and Asset Management	\$221,664	\$103,651	<b>\$325,315</b>
6.0	Complete Streets_CS	\$132,816	\$71,586	<b>\$204,402</b>
Total UPWP CPG/Local		\$640,400	\$547,378	<b>\$1,187,778</b>
Total Other Federal/Local Funding*		\$180,000		<b>\$180,000</b>
Total 2-Year UPWP		\$820,400	\$547,378	<b>\$ 1,367,778</b>

\*Other Funding Sources (US 50 East Carson Corridor Study)

**WORK ELEMENT 1.0 – MPO Administration**

The activities in this work element are related to the overall administration of CAMPO’s transportation regional planning program. All activities are annual or ongoing activities undertaken to maintain compliance with federal/state regulations, organize and manage MPO activities, and improve staff skills.

<b>Work Element and Description</b>		<b>1.0 MPO Administration</b>
FY 2025	CPG	\$ 99,728
	Local Match	\$ 5,250
	Total Cost	\$ 104,978
FY 2026	CPG	\$ 102,282
	Local Match	\$ 5,383
	Total Cost	\$ 107,665
Combined FY 2025 & FY 2026	CPG	\$ 202,010
	Local Match	\$ 10,632
	Total Cost	\$ 212,643

## ACTIVITIES

### 1.1 MPO Administration and Work Program Oversight

Description: This activity includes general administrative functions concerning the regional transportation planning program including preparation of administrative reports, analyses, budgets, goals and objectives, correspondence, documents, memos, etc.

Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and oversight of transportation and planning grants.
- Preparation of monthly, quarterly, and end-of-year summaries and reports.
- Preparation of billings and reimbursement requests for projects and grant related funding activities for federally funded projects by CAMPO.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to MPO coordination and programming.
- MPO Board Support, including providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Agenda and meeting materials for CAMPO board and other public meetings, as needed	CAMPO	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management, as needed	CAMPO	Ongoing
Preparation of monthly, quarterly, and end-of-year summaries and reports	CAMPO	Monthly, Ongoing
Participation in Nevada’s Planning Executive Group (PEG) and initiatives related to MPO coordination and programming	CAMPO	Ongoing

## 1.2 Unified Planning Work Program Oversight and Development

Description: This activity includes preparation and administration of the Unified Planning Work Program (UPWP), quarterly activity summaries, reporting, invoicing UPWP amendments as needed, and annual monetary agreements.

Elements:

- Development, coordination, management, collaboration, and adoption of the FY 2027-2028 UPWP.
- UPWP management and administration of budgets and agreements.
- Preparation of quarterly, and end-of-year action/activity invoices, summaries, and reports.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
FY 2025/2026 UPWP Administration and Amendments, as needed	CAMPO	Ongoing
UPWP Quarterly Reporting and Invoicing	CAMPO	30 <sup>th</sup> of each month following the close of each Fiscal Year Quarter
FY 2026 Monetary Agreement	CAMPO	May 2025
FY 2027 Monetary Agreement	CAMPO	May 2026
Adoption of the FY 2027-2028 UPWP (Draft/ Final)	CAMPO	April 2026

### 1.3 Transportation Improvement Program (TIP) Administration

Description: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act-compliant Federal Fiscal Year (FFY) 2023-2026 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on February 8, 2023. Activities under this task include administration and maintenance of the current FFY 2023-2026 TIP, including the processing of modifications and amendments as needed, and development of the FFY 2025-2028 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations, including supporting access and transportation needs of Federal Land Management Agencies (FLMA's) before projects are programmed in the TIP. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of the IJJA, MAP-21, and the FAST Act.

Elements:

- Determine those sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide the reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Equity, Environmental Justice, and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets and the IJJA/MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2025-2028 TIP for adoption.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain and report annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
FFY 2023-2026 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing through September 2024
Consider the best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support the achievement of adopted targets and the IJA, MAP-21, and FAST Act performance measures	CAMPO	Ongoing
Adopted FFY 2025-2028 TIP	CAMPO	October 2024
FFY 2025-2028 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing, October 2024-June 2026
Annual Federal Obligations Report	CAMPO	December 2024; December 2025

## 1.4 Professional Development

Description: This activity focuses on professional development and internal cross training that enhances the capabilities of staff in exercising the responsibilities of the MPO, including training time and materials. This activity includes memberships in related professional organizations, subscriptions to related professional periodicals, and dues/fees required for obtaining and maintaining professional certifications.

Elements:

- Facilitation and/or attendance at conferences, training courses, and seminars directly related to transportation planning as appropriate, including, but not limited to: professional committees, TransCAD, PAVER, GIS, planning best practices, State/federal grants administration, performance-based planning, asset management, professional services procurement, etc.
- Internal cross-training that promotes diverse staffing capabilities in regional transportation planning.
- Memberships in related professional organizations and subscriptions to related professional periodicals.
- Dues/fees required for obtaining and maintaining professional memberships/certifications.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Enhanced staff capabilities	CAMPO	Ongoing

**WORK ELEMENT 2.0 – Regional Transportation Planning**

Activities within this work element include administration of the 2050 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan. CAMPO will prioritize continued public outreach for RTP on goals and concepts that promote equity and environmental sustainability and ensure access to public facilities for all users across all modes.

This Work Element also includes preparation of a formal update and adoption of the 2050 CAMPO Regional Transportation Plan, as required every 5-years, to included updates to both long-range and short-range strategies and actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. CAMPO will include public outreach and stakeholder coordination for administrative modifications and/or amendments to the RTP, including Virtual Public Involvement (VPI), as necessary in accordance with the PPP.

<b>Work Element and Description</b>		<b>2.0 Regional Transportation Planning</b>
FY 2025	CPG	\$ 19,028
	Local Match	\$ 1,002
	Total Cost	\$ 20,030
FY 2026	CPG	\$ 96,401
	Local Match	\$ 5,074
	Total Cost	\$ 101,475
Combined FY 2025 & FY 2026	CPG	\$ 115,429
	Local Match	\$ 6,076
	Total Cost	\$ 121,505



**ACTIVITIES**

**2.1 Regional Transportation Plan (RTP)**

Description: The 2050 RTP was adopted on January 13, 2021. This activity includes the formal update, re-adoption, and maintenance to the 2050 RTP. The formal update to the RTP will consider transportation emissions and clean energy initiatives appropriate for CAMPO including alternative fuel vehicles. It will consider infrastructure sustainability including planning for transportation hazards and resiliency, reviewing Planning and Environmental Linkages (PEL), and considering transportation-stormwater effects; a collaborative approach to transportation planning using information and analysis to consider environmental, community, and economic goals that inform the environmental review process. Early, effective, and continuous outreach on the document will continue, as well as coordination with partner agencies and local governments.

Elements:

- Administration of the 2050 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued Public outreach for RTP on goals and concepts that promote equity and environmental sustainability and ensure access to public facilities for all users across all modes.
- Process RTP administrative modifications and/or amendments, as necessary following completion of planning studies and projects.
- Public Outreach and stakeholder coordination for administrative modifications and/or amendments to the RTP, including VPI, as necessary.
- Development and re-adoption of the RTP including incorporation of federally required performance measures and/or targets, data management, public participation, stakeholder engagement and project prioritization/costing.
- Coordination with partner agencies, MPOs, and participation in interagency meetings.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion
Continued community outreach and education on the 2050 RTP	CAMPO/ CONSULTANT	Ongoing
2050 RTP formal update and re-adoption	CAMPO / CONSULTANT	January 2026

**WORK ELEMENT 3.0 – Outreach, Engagement, and Representation**

Activities within this work element include MPO representation, early, effective, and continuous public participation, regional coordination, and engagement activities necessary to carry out continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring meaningful activities designed to continue public participation and engagement efforts, including incorporating VPI opportunities to reach greater numbers of people. Activities include planning for all modes with all stakeholders and meeting the requirements set forth in CAMPO’s Public Participation Plan.

<b>Work Element and Description</b>		<b>3.0 Outreach, Engagement &amp; Representation</b>
FY 2025	CPG	\$ 53,261
	Local Match	\$ 2,803
	Total Cost	\$ 56,064
FY 2026	CPG	\$ 62,593
	Local Match	\$ 3,295
	Total Cost	\$ 65,888
Combined FY 2025 & FY 2026	CPG	\$ 115,854
	Local Match	\$ 6,098
	Total Cost	\$ 121,952

**ACTIVITIES**

**3.1 MPO Representation**

Description: Staff will represent the MPO at events, conferences and meetings not related to specific UPWP activities. This activity includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. CAMPO staff regularly communicate with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process. This task includes participation in the statewide planning process, including attendance and participation in the Nevada Advisory Committee on Traffic Safety (NVACTS), the Transportation Planning Advisory Committee (TPAC), the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory and legislative committees, as appropriate.

Elements:

- Preparation and attendance at events, conferences, and meetings not related to specific other UPWP activities.
- Ongoing coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities and corridor studies, as needed.
- Participation and support for NDOT corridor planning document and project designs for roads within CAMPO.
- Continuing management of The Regional Transportation Stakeholder Coalition (RTSC).

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
A well-represented MPO with ongoing inter- and intra-regional coordination	CAMPO	Ongoing
Coordinate CAMPO documents with State planning processes and documents	CAMPO	Ongoing
Participation and support for NDOT corridor planning documents and design projects	CAMPO	Ongoing
Ongoing Meetings with the Regional Transportation Stakeholder Coalition	CAMPO	Triannual meetings

### 3.2 Public Participation

Description: Early, effective, continuous, and meaningful public participation efforts will be conducted throughout the program period related to numerous work-study activities; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes integrating Virtual Public Involvement (VPI) to increase access and meaningful participation in transportation planning activities. This task also includes the publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO's purpose and activities.

Elements:

- Activities necessary to host/coordinate public participation activities for projects listed in the TIP, including VPI and language assistance
- Outreach resulting from the development of corridor/specific studies or local development projects.
- Development of public information campaigns that promote safety and planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion
Hosted/coordinated public participation activities, including VPI and language assistance	CAMPO/ CONSULTANT	Ongoing
Operational website for distribution of current, accurate, and transparent public information	CAMPO	Ongoing

### 3.3 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, Tahoe Transportation District (TTD), Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and RTC Intercity that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit surveys, ongoing stakeholder engagement related to availability and support of transit services especially for underserved and disadvantaged communities in accordance with the JAC Transit Development and Coordinated Human Services Plan.

Elements:

- Development, preparation, and outreach for rider survey materials including outreach to underserved and disadvantaged communities.
- Coordinated community, stakeholder, and agency discussions regarding transit route planning.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Coordination and communication among transit operators	CAMPO	Ongoing
Transit Rider Survey	CAMPO/ CONSULTANT	June 2026

## **WORK ELEMENT 4.0 – Multimodal Planning**

The activities in this work element carry out and support the integration of federal, state, and local transportation planning processes; complete activities and products to satisfy core planning functions and State and federal metropolitan planning requirements; consider all modes of transportation in implementing regional transportation goals; support transportation policy development and analyses; support the incorporation of various modal and corridor/specific plans into the Regional Transportation Plan and Transportation Improvement Program; and support ongoing and strengthened partnerships with government partners, organizations and agencies, and the public to further our regional transportation goals and consider the safety of all road users.

This Work Element includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand safety conditions, travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced.

<b>Work Element and Description</b>		<b>4.0 Multimodal Planning</b>
FY 2025	CPG	\$ 99,606
	Local Match	\$ 5,242
	Total Cost	\$ 104,848
FY 2026	CPG	\$ 92,257
	Local Match	\$ 4,856
	Total Cost	\$ 97,113
Combined FY 2025 & FY 2026	CPG	\$ 191,863
	Local Match	\$ 10,009
	Total Cost	\$ 201,961

## **ACTIVITIES**

### **4.1 Transit Planning**

Description: This activity incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development of short- and long-range plans as well as maintenance and administration of transit policies and procedures that support implementation of regional transit planning documents, including maintenance of a JAC Fixed- Route Policy and a JAC ADA Paratransit Eligibility process. The task also includes coordination with local Native American tribal communities to seek ways to broaden accessibility to underserved areas. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

Elements:

- Early, effective, continuous, and meaningful public outreach and promotion of JAC accessibility and transit routes.
- Update to the JAC Transit Development and Coordinated Human Services Plan including a review of routes and operational adjustments that increase access to public transportation and considers micro-transit opportunities, as discussed and requested by Carson City Board of Supervisors and the Regional Transportation Commission.
- CAMPO/JAC Title VI Program update for FFY2026-2028
- Title VI Program implementation, monitoring, and updates, as required.
- CAMPO Disadvantaged Business Enterprise (DBE) Program and oversight, and 3-year Goal for Federal Transit Administration Funds update covering FFY 2026-2028.
- Participation in public and interagency meetings to support transit planning activities.
- Maintenance of a JAC ADA Paratransit Eligibility Process and the JAC Fixed-Route policy.
- Collection and analysis of transit ridership data and development of the JAC Annual Monitoring Report.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	CAMPO	Ongoing
Update to the JAC Transit Development and Coordinated Human Services Plan	CAMPO/ CONSULTANT	June 2025
Outreach and promotion of JAC Transit Services and routes through targeted outreach and advertising	CAMPO	Ongoing
JAC Title VI Program update	CAMPO	September 2025
CAMPO DBE Program Goal Update	CAMPO	September 2025
FY 2024 & 2025 JAC Monitoring Report	CAMPO	December 2024; December 2025



## 4.2 Intelligent Transportation Systems (ITS) and Alternative Fuels Planning

Description: This activity included two main elements. The first element is identifying and planning for long-term strategies for implementing Coordinated Traffic Signal Systems within the CAMPO planning area. The second element of this task includes planning for long-term strategies and coordination with partner agencies and the private sector related to emerging transportation technologies including connected and autonomous vehicles and the development of alternative fuels, including electrification with an eye toward reducing transportation emissions.

Elements:

- Staff time to implement components of the Carson Area Transportation System Management Plan.
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts, traffic management, operations, and other related programs.
- Coordination with NDOT, partner agencies, and private sector businesses on the development of transportation electrification or other alternative fuels policy, programs, and infrastructure.
- Agency coordination with partner jurisdictions, transit agencies, utility providers, and other related planning activities for alternative fuel vehicles (including electric) and the deployment of associated infrastructure for personal or agency owned fleets.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Staff coordination with partner jurisdictions, utility companies, and NDOT	CAMPO	Ongoing

### 4.3 Active Transportation Planning

Description: This activity involves participation and management of regional bicycle, pedestrian, and other multi-modal activities including coordination with organizations such as the Western Nevada Safe Routes to Schools program and non-profit organizations (e.g. Muscle Powered) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area.

Elements:

- Community outreach and coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.
- Update CAMPO bicycle route map in coordination with an update to the Carson City Unified Pathway’s Master Plan (UPMP) including an evaluation of bicycle stress, or how stressful the ride is to the bicyclist.
- Interagency coordination with state, FLMA, and local agency partners (NDOT, FHWA, CFL, BLM, Carson City, Douglas County, Lyon County, Washoe Tribe of Nevada and California), regarding multi-modal access to public lands.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Community outreach and agency coordination	CAMPO	Ongoing
Updated CAMPO Bicycle Route Map	CAMPO/ CONSULTANT	June 2026

#### 4.4 Regional Consistency Review and Planning Updates

Description: Development of capital improvement projects within the CAMPO boundaries will be reviewed by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, to minimize transportation stormwater impacts, consider the likely impacts of transportation policy on housing, land use and development decisions, support access and transportation needs of Federal Land Management Agencies (FLMA's), preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

This task also includes support and periodic updates, if required, to the existing planning documents based on changes resulting from local, state, or federal policies or regulations; as well as includes the development, maintenance, and administration of transportation policies that support the implementation of regional transportation planning documents.

Elements:

- Provide input on proposed developments of regional significance regarding the RTP and TIP.
- Annual growth management reviews.
- Incorporate Transportation Hazard and Resiliency Planning in identifying assets, needs, and vulnerabilities within the transportation network, including assessing resilience in project development and design through enhancement of Carson City's Hazard Mitigation Plan.
- Development, maintenance, and administration of transportation policies and documents, as required.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Periodic review/reports on planning documents and policies	CAMPO/ CONSULTANT	Ongoing
Participate in updates to Carson City's Hazard Mitigation Plan	CAMPO	Ongoing

**WORK ELEMENT 5.0 – Transportation Performance and Asset Management**

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including transportation data collection, management, needs identification and data sharing; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, sharing and reporting to inform decision-making that promotes efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards, or emergencies.

<b>Work Element and Description</b>		<b>5.0 Transportation Performance and Asset Management</b>
FY 2025	CPG	\$ 210,581
	Local Match	\$ 11,083
	Total Cost	\$ 221,664
FY 2026	CPG	\$ 98,468
	Local Match	\$ 5,183
	Total Cost	\$ 103,651
Combined FY 2025 & FY 2026	CPG	\$ 309,049
	Local Match	\$ 16,266
	Total Cost	\$ 325,315

**ACTIVITIES**

**5.1 Performance Measure Implementation and Management**

Description: Under this activity, staff will work to comply with IIJA, MAP-21 and the FAST Act requirements as they continue to be communicated from the U.S. Department of Transportation (U.S. DOT), with an emphasis on developing performance measures and establishing performance targets.

Elements:

- Coordination and advancement of data collection and sharing across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of IIJA/MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Adopted performance measures targets, including Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and supporting NDOT’s other performance measures including Congestion Management Air Quality (CMAQ), Infrastructure, and System Performance Targets for the CAMPO Metropolitan Planning Area, as applicable.
- Referencing 23 U.S.C. 175, the IIJA established the Carbon Reduction Program (CRP), providing funds for projects to reduce transportation emissions (CO2) from on-road highway sources. The final rule on Greenhouse Gas (GHG) Emissions requires that state DOTs and MPOs must measure and report GHG emissions associated with transportation. States and MPOs must set targets for reducing CO2 emission and report on progress toward the targets. The final rule allows states and MPOs to set their own targets, given that the state accomplishes some amount of emission reduction. Nevada sets GHG Emission Targets by February 1, annually. MPOs are required to set or support the State’s GHG Emission targets 180 days after February 1, annually.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Safety Performance Measure Targets	CAMPO	February 2025; February 2026
Public Transit Agency Safety Targets	CAMPO	December 2024; December 2025
FTA Transit Asset Management Targets	CAMPO	October 2024; October 2025
Supporting Nevada’s CMAQ, Infrastructure, and System Performance Targets	CAMPO	October 2024; October 2025
Supporting Nevada’s GHG Emission Targets	CAMPO	July 2024; July 2025
Documentation as required	CAMPO	Ongoing
Ongoing participation in Nevada’s Performance Measures Working Group	CAMPO	Ongoing

## 5.2 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. Staff will coordinate as needed on network planning and connectivity to ensure strategic connections to the national highway system for defense department facilities are preserved. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

### Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a consultant, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Provision of information from the modeling process as needed/requested.

### Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested	CAMPO/ CONSULTANT	Ongoing

### 5.3 Data Management, Collection, and Performance Measurement

Description: This activity supports monitoring of transportation performance measures included in the 2050 RTP. Staff will continue to collect multimodal performance data within CAMPO's planning area, recording any changes or trends, and providing recommendations that may be used to inform future transportation improvement projects and policies. This task includes development of annual Monitoring Reports and incorporation into the 2050 RTP and associated regional planning documents, as appropriate.

Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system to ensure safety and connectedness for all road users. This will include incremental improvements to the ADA Transition Plan through collection and analysis of bicycle and pedestrian asset data, including ADA access barriers by zones; school zones, the Redevelopment Authority Citizens Committee (RACC) Redevelopment Areas, Bus Routes, and "Last quarter mile" of bus stop analysis.

Staff plan on incorporating continual safety recommendations, based on data driven decisions and contributing crash factors in areas where fatalities occur. Staff will reference steps from the routine monitoring of safety on local roads from the Local Road Safety Plan.

Elements:

- Ongoing data collection and installation of devices related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, truck, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO's Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Maintain and continue to refine GIS network files related to transportation assets within the CAMPO region such as socioeconomic data, housing data, crash data, land use changes, and environmental data as well as ITS infrastructure, traffic analysis zones, and other GIS files necessary to support a variety of CAMPO planning needs.
- Periodic recommendations and/or reports.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Funding permitting, conduct an inventory of narrow access barriers throughout the CAMPO planning area.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Annual CAMPO Monitoring Report	CAMPO	October 2024; October 2025
Ongoing performance monitoring and multimodal data collection	CAMPO	Ongoing
Bicycle, pedestrian, truck, and automobile counts	CAMPO	Ongoing
Develop CAMPO Fatalities and Contributing Factors Dashboard	CAMPO	October 2024
Improved access and connectivity of the bicycle and pedestrian network	CAMPO	Ongoing
Continuous updates to non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO's web-based mapping platform, including map production	CAMPO	Ongoing



#### 5.4 Maintain Pavement Management System

Description: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the CAMPO roadway network, building upon the previous pavement surveys. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City’s pavement management plan.

Elements:

- Conduct regular updates and maintenance of the Pavement Management Plan and system.
- Using a contractor, collect pavement survey data for Carson City, Lyon County, and/or Douglas County roadways, funding and agency participation permitting.
- Annual performance reporting of pavement condition within the CAMPO planning area.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Up-to-date pavement management system	CAMPO/ CONSULTANT	Ongoing
Complete pavement survey for participating agencies	CAMPO/ CONSULTANT	September 2024
Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	CAMPO	September 2024; September 2025
Implementation and Maintenance of Carson City’s Pavement Management Plan	CAMPO	Ongoing

## 5.5 Transit Asset Management

Description: These activities include ongoing maintenance of the Federal Fiscal Year (FFY) 2023-2026 JAC Transit Asset Management (TAM) Plan including monitoring of performance targets.

Elements:

- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
Current and maintained JAC Transit Asset Management Plan, including modifications and amendments, as needed	CAMPO	Ongoing

**WORK ELEMENT 6.0 – Complete Streets\_CS**

The activities in this work element concentrate on Complete Streets and include developing a Complete Streets toolbox and corridor studies including continuing efforts on the US 50 East Carson Complete Streets study and beginning the North Carson Complete Streets Corridor Study. All Complete Streets Activities are exempt from local match according to the FTA and FHWA Waiver of Non-Federal Match for Complete Streets Planning, authorized by 49 U.S.C. § 49 5305. By removing non-federal match requirements, the waiver provides 100-percent federal funding for activities that improve safety and accessibility through activities described in the Bipartisan infrastructure Law [section 11206 (c)].

The goal of Complete Streets planning is to provide a safe and equitable transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and the NDOT

<b>Work Element and Description</b>		<b>6.0 Complete Streets_CS</b>
FY 2025	CPG	\$ 132,816
	Local Match	\$ 0
	Total Cost	\$ 132,816
FY 2026	CPG	\$ 71,585
	Local Match	\$ 0
	Total Cost	\$ 71,585
Combined FY 2025 & FY 2026	CPG	\$ 204,402
	Local Match	\$ 0
	Total Cost	\$ 204,402

## **ACTIVITIES**

### **6.1 Complete Streets Design Guide & Toolbox\_CS**

Description: This activity includes the development of a standard guide and reference for planners and engineers and the public to clarify Complete Streets policies and guidance through the completion of a Complete Streets Design Guide and Toolbox.

Elements:

- Enhancement and update to Complete Streets policies and guidance through the creation of a Complete Streets Design Guide and Toolbox to help guide consistent implementation of Complete Streets Policies in Carson City.

Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion
Complete Streets Design Guide and Toolbox_CS	CAMPO	June 2025

## 6.2 Complete Streets Corridor Studies\_CS

Description: This task includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced. The goal of Complete Streets planning is to provide a safe and equitable transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and NDOT.

### Elements:

- Coordination and development for the continuance of the US 50 East Carson Complete Streets Study.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- Consider Planning and Environmental Linkage (PEL) concepts and practices in corridor study planning reviews where appropriate.

### Milestones & Benchmarks:

Milestone	Responsible Party	Est. Completion Date
US 50 East Carson Complete Streets Study_CS	CAMPO/ CONSULTANT	March 2025
N. Carson Complete Streets Feasibility Study_CS	CAMPO/ CONSULTANT	December 2026

## **5.0 FY 2025 & FY 2026 UPWP Budget & Combined Scheduled Milestones**

CAMPO receives an annual apportionment of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds that may be used for transportation planning activities. The FHWA funds are from the planning (PL) program and the FTA funds are allocated from the Section 5303 program. These two funding sources are combined as Consolidated Planning Grant (CPG) funds and may be used to reimburse up to 95% of eligible expenses. The CPG funds are allocated to CAMPO based on an agreed-upon distribution formula between NDOT and Nevada's three other MPOs. See the individual work elements and activities described earlier in this UPWP and the budget table, below, for additional budget and schedule information.

**Table 5.1 CAMPO FY 2025 and FY 2026 UPWP Cost/Funding Summary**

Activity					Funding Breakdown, Overall FY 25 & FY 26					
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2025	FY 2026	Total Cost			
<b>1.0 MPO Administration</b>	1.1	MPO Administration and Work Program Oversight			\$104,978	\$107,665	\$212,643			
	1.2	Unified Planning Work Program Oversight and Development	FY 2026/ FY 2027 Monetary Agreements	May 2025; May 2026						
			FY 2027-2028 UPWP (Draft/ Final)	April 2026						
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2025-2028 TIP	October 2024						
Annual Federal Obligations Report			December 2024; December 2025							
1.4	Professional Development									
<b>2.0 RTP</b>	2.1	Regional Transportation Plan (RTP)	2055 RTP Update and Adoption	January 2026	\$20,030	\$101,475	\$121,505			
<b>3.0 Outreach, Engagement, and Representation</b>	3.1	MPO Representation			\$56,064	\$65,888	\$121,952			
	3.2	Public Participation								
	3.3	Regional Transit Coordination & Engagement	Transit Rider Survey	June 2026						
<b>4.0 Multimodal Planning</b>	4.1	Transit Planning	Update to JAC Transit Coordinated Human Services Plan	June 2025	\$104,848	\$97,113	\$201,961			
			JAC Title VI Program Update	September 2025						
			CAMPO DBE Program Goal Update	September 2025						
			FY 2024 & 2025 JAC Monitoring Report	December 2024; December 2025						
	4.2	ITS and Alternative Fuels Planning								
4.3	Active Transportation Planning	Updated CAMPO Bicycle Map	June 2026							
4.4	Regional Consistency Review & Planning Updates									
<b>5.0 Transportation Performance &amp; Asset Management</b>	5.1	Performance Measure Implementation & Management	Safety Performance Measure Targets	February 2025; February 2026	\$221,664	\$103,651	\$325,315			
			Public Transit Agency Safety Targets	December 2024; December 2025						
			FTA Transit Asset Management Targets	October 2024; October 2025						
			Supporting Nevada's CMAQ Targets	October 2024; October 2025						
			Supporting Nevada's GHG Emission Targets	July 2024; July 2025						
	5.2	Maintain Travel Demand Model								
	5.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2024; September 2025						
5.4	Maintain Pavement Management System	Complete pavement survey for participating agencies	September 2024							
		Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	September 2024; September 2025							
5.5	Transit Asset Management									
<b>6.0 Complete Streets_CS</b>	6.1	Complete Streets Design Guide & Toolbox_CS	Complete Streets Design Guide and Toolbox_CS	June 2025	\$132,816	\$71,586	\$204,402			
	6.2	Complete Streets Corridor Studies_CS	US 50 East Carson Complete Streets Study_CS	December 2024						
			N. Carson Complete Streets Feasibility Study_CS	December 2026						
<b>Total UPWP CPG/Local</b>					<b>\$640,400</b>	<b>\$547,378</b>	<b>\$1,187,778</b>			
<b>Total Other Federal/Local*</b>					<b>\$180,000</b>		<b>\$180,000</b>			
<b>Total 2-Year UPWP</b>					<b>\$820,400</b>	<b>\$547,378</b>	<b>\$1,367,778</b>			

\*Other Funding Sources (US 50 E. Carson Complete Streets Study TAP)